

SEWAGE HELD UP IN BAY.

LITTLE REACHES OCEAN.

City Filth Deposited on Harbor Shores—Staten Island Menaced.

By reason of the vast amount of sewage that is dumped into them every day, the waters of New-York Harbor are rapidly getting into a condition that is a distinct menace to the health of the city. Up to the present time there has been a general idea prevailing that, owing to tidal diffusion and the action of the various streams flowing into the ocean, the bay and the rivers could be made the outlets for the sewage of the community without danger to the public health. What may have been true in former years has ceased to be true with the great increase in the population of the metropolitan district, and the polluted condition of the waters of New-York Harbor has now come to be a serious question.

About fifty samples of water have been taken from the bay at many points between the Battery and Coney Island and the Battery and Barren Bay. These have been analyzed, with the result that the colon bacillus—an invariably accompaniment of sewage—was nearly always found, according to the presumptive test. In addition to this, samples were taken from the oyster beds in the harbor and it was found that the shellfish were tainted where the water was polluted. It is customary to take oysters from their salt water beds a few days before they are to be brought to market and put them in beds at the mouths of fresh water streams to "drain." This has a tendency to bleach and clean them. In every case it was found that the oysters taken from the bleaching beds were distinctly tainted.

The reason for this is, of course, that all the streams emptying into New-York Harbor are really great sewers for the districts through which they pass. The present approximate daily sanitary sewage discharge into New-York Harbor is 500,000,000 gallons. The theory has been that this would be diffused and carried away by the action of the tides. The fact of the matter is experiment has shown that the stuff journeys back and forth across the Upper Bay, some of it gradually making its way out to sea, but the most of it moving around in the confines of the Upper Bay until it is disposed of by the vegetable matter and the low forms of animal life that look after that sort of thing. In the mean time more sewage is coming in daily than is being got rid of, with the result that the pollution in the harbor shows a steady increase.

SEWAGE SWINGS IN BAY.

Investigation shows that the water which comes in on the flood tide is of just about the same quality as that which goes out on the ebb. On the ebb water from Robbins Reef Light runs down as far as Orchard Shoal Light, when it is turned back and comes into the Upper Bay again on the flood. In such a situation as this it is not possible for much of the sewage dumped into the Upper Bay to get out. In addition, the greater specific gravity of salt water carries the water of the bay below the fresh water coming from the Hudson, and while the water from the Hudson and the water from the other streams emptying into New-York Harbor are forcing their way out to sea the salt water, which carries the sewage, is forcing its way up stream by the action of the tides in a lower stratum nearer the bed of the river. In this way the sewage that comes down the Hudson is not carried out to sea, but it is forced back up the river and to a point even higher than its place of origin.

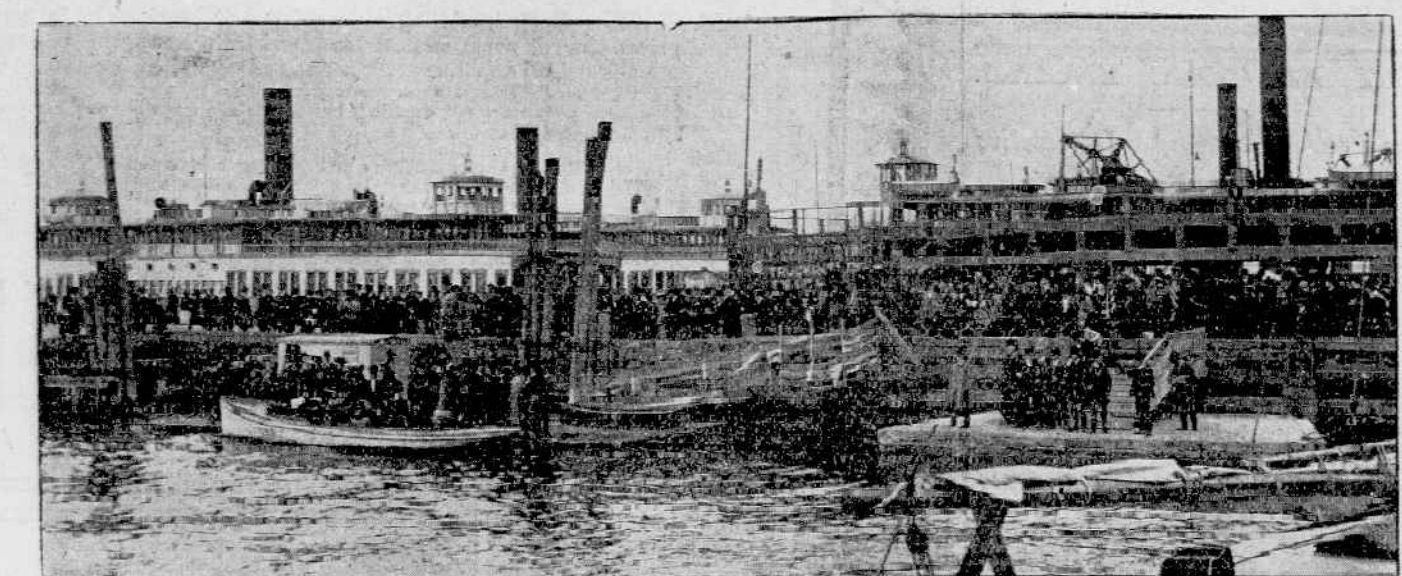
In the Hudson River the effect of this is shown by the decrease in the run of shad, and in all the fresh water feeders of the harbor the effect is shown by the oysters becoming tainted when taken to the "drain" beds to bleach and clean. Here are two industries already directly affected by the pollution of the water of the harbor. The business of excursion steamers, bathing beach proprietors, and passenger transportation may also become seriously affected by this condition of affairs. The excursion steamers in the metropolitan district carry something over three million passengers a year, while the passenger traffic of the harbor reaches more than two hundred million persons annually, and much more than that number patronize the beaches near the city. Coney Island alone has a daily attendance in the season of from three hundred thousand to four hundred thousand. All these people and all these businesses are affected by the pollution of the waters of the harbor. Already there are several places that the boats have to avoid because of the foul odor, the unsightly appearance of the water and the danger to health in passing through them. These are places where the sewage gathers and, by reason of the peculiar currents caused by the tidal action in the harbor, remains practically stationary, being driven out only by storms or freshets or unusually high tides.

STATEN ISLAND MENACED.

Staten Island is particularly menaced by the great increase in the amount of sewage held in solution by the waters of the Upper Bay. It is estimated that an equivalent of more than one thousand tons of dry sludge is deposited in the bay every day. By far the greater part of this is thrown upon the shores of Staten Island by the action of the tides. The ebb tide coming down the Hudson meets the ebb tide coming eastward out of the Kill von Kull, and they both reach in and strike Staten Island between Stapleton and Clifton, about three to four miles from Robbins Reef Light. The current then beaches along the shore and traveling along the beach reaches Fort Wadsworth. At the same time there is an ebb coming from Staten Island Sound and Barren Bay which, striking the main current, tends to throw it to the eastward along the shore. In calm weather the force of the main tide through the Narrows may reach as far as Swinburne Island and Orchard Shoal. The first effect of the flood through the Narrows (and it should be remembered that the water coming back on the flood is practically the same as that which goes out with the ebb, bringing the same sewage into the harbor again) is to strike the shore of Staten Island a little to the north of the point where the first effect of the ebb is felt. The second effect of the flood is reaching into the flats of the Upper Bay to the west of Robbins Reef. The third is to flow into the Kill von Kull, and the fourth and final effect to flow into the Hudson and East rivers. After the first of the flood tide also travels up the Brooklyn side. It is probable that in calm weather the maximum effect of the flood tide is felt on the northwest side of the Upper Bay.

It is probable, according to the investigations of the experts in the employ of the New-York Bay Pollution Commission, that some of the sewage which reaches the radius of action of the active tidal ebb flow will ultimately be carried out of the harbor to the ocean, though taking several days in the process. But it is not so evident that all of the sewage, or even the major part of it, will reach the limit of action of the ebb tide, and so it would remain in the harbor for general putrefaction and breaking up.

CROWD ON DOCK AT FOOT OF 79TH-ST., WAITING FOR LAUNCHES TO CARRY THEM OUT TO PRINCE LOUIS'S FLEET.



PRINCE GOES TO ARDSLEY.

Entertained at Luncheon and Theatre—Sailors Struggle In to Fleet.

Prince Louis yesterday morning left the Netherlands Hotel and went again to the dentist who has been attending him since he came to New-York. Here he sat under the instruments from 9 o'clock until noon.

He was then whisked up to Ardsley, where, at the Ardsley Club he was entertained at luncheon by Mrs. S. H. F. Pell. The trip up was made in an automobile belonging to Sydney Bowman, and he was accompanied by Mrs. Robert B. Graham and Miss Kilty Hall. At 2:30 o'clock the return trip was started in the same machine. With the prince were Mrs. H. Ogden Pell and Mrs. S. H. F. Pell.

The prince then went to the dentist again, arriving at 3:30 o'clock, and remaining in the chair until 7:30, when he departed, and paid his final visit to Sir Percy Sanderson, consul general from Great Britain.

Back to the hotel in an automobile went the prince, and later in the evening he was entertained at the University Club by Colonel Robert M. Thompson. With him at this dinner was Flag Lieutenant Sowbury. From there Colonel Thompson and the prince went to the New-York Theatre, where the party occupied the house box and saw the performance. As one of the performers, a bicycle rider, went by the box, he stretched out his hand toward the prince. The prince got up, leaned forward, and grasped the performer's hand.

Steam is ordered for 10 o'clock this morning on board all of Rear Admiral Prince Louis of Battenberg's warships, and if the orders are not changed his majesty's cruiser squadron—the Drake, the Cumberland, the Cornwall, the Essex, the Bedford and the Berwick—will be steaming down the North River before noon, in stately procession, in single column formation and at something less than half speed.

Fully fifteen thousand persons visited the flagship Drake between 1 and 5 o'clock yesterday. Captain Halpin, of the 9th Precinct, and a platoon of forty policemen kept the throng, which reached away out into West-st., in line. The visitors were allowed the full run of the ship, and the officers had trouble in keeping the youngsters out of the rigging. Many of them climbed to the ship's tops and proudly told their less fortunate playmates of their feat.

Writing yesterday to Hugh Gordon Miller, of this city, one of the New-York State Commissioners to the Jamestown (Va.) Exposition in 1907, Prince Louis acknowledges the receipt of an invitation to the proposed exposition and expresses personally the hope that he may be able to accept, adding:

After the wonderful reception accorded to us, I am more than ever anxious to do what I can for the further Anglo-American friendship, which I have always believed in.

THE PRINCE'S GOODBYE.

After reaching his apartments the Prince made what he said would be his last public statement before sailing for home. He said:

We shall leave here with the greatest feeling of regret, and there is not one of us who would not have liked to have made our stay longer. I have met with every demonstration of kindness and regard, and your reception has been most cordial, particularly where large numbers have congregated to welcome us, such as the Hippodrome and at the New-York Theatre to-night.

I am very grateful for this, for it shows that the kindly feeling of welcome extended to us comes from every class of the people. From President Roosevelt down, every class and population has indeed offered us a cordial welcome in one way or another. I want to mention particularly the reception given me by the New-York Yacht Club. The famous America's Cup was on the table, and I was permitted to lift it for two minutes. It's a little too heavy.

Let me say that I consider the demonstrations given us as entirely directed toward our country, and I know they are appreciated. For myself I do not count. I am simply the representative of my country. I am sure the people of my country will look upon my kindly reception with an honor to the King and themselves. We are proud to represent them, and our only regret is that the only chance we have had to return some of the splendid hospitality, by giving a reception on the Drake, it was so cold in the winter that that all our guests were sneezing. In departing, I wish to express my appreciation for all that has been done in our honor. I have received an enormous amount of correspondence from all sorts of people since I came to America, and I have endeavored to attend to it day by day, so that it would not accumulate, but I couldn't keep up with it, and now I have a pile of unanswered letters larger than the moment we got to sea I shall start in to reply to every letter not yet answered, and these replies will be mailed from Gibraltar. I wish this statement to be published, so that the many who have not heard from me will know that I have not forgotten them, or tried to slight them.

Prince Louis will board the Drake at 9:30 this morning. He will pay only one more official visit, and that will be to Rear Admiral Evans on the Maine.

TIBETAN PACT SIGNED.

England Acknowledges Chinese Sovereignty, It Is Said.

London, Nov. 20.—The Tokio correspondent of "The Daily Telegraph" understands that an Anglo-Tibetan treaty has been signed and that, briefly stated, it provides that Great Britain shall acknowledge Chinese sovereignty in Tibet in return for which China will pay an indemnity.

18 HOURS TO CHICAGO PENNSYLVANIA SPECIAL

Leaves New York at 3:55 P. M., arrives Chicago 8:55 A. M.; leaves Chicago 2:45 P. M., arrives New York 8:45 A. M., via Pennsylvania Railroad. New equipment. Special Features. Rock-ballast, dustless roadbed.—Advt.

BRIEF HISTORY OF PRINCE LOUIS'S VISIT TO THE U. S.

Arrived at Annapolis November 1. Attended dinner given by Admiral Evans November 2.

Visited President Roosevelt at Washington, and attended receptions and a ball November 3.

Attended dinner given by President Roosevelt November 4.

Attended dinner given by Walter Beaupre Townley and Lady Townley November 5. Returned to Annapolis after informal luncheon with the President. Guest of Admiral Sands at dinner November 6.

Visited Baltimore November 7. Reached New-York November 9. Guest of St. George's Society dinner.

At luncheon and reception on Governor's Island, reception at the navy yard and a dinner by the naval alumni at Delmonico's November 10.

Reviewed cadets at West Point and saw the Indians beat the Army at football November 11.

Had luncheon with Mr. and Mrs. John R. Drexler, heard canon songs, and had dinner with Mayor McClellan November 12.

Attended luncheon and reception by the Chamber of Commerce, saw opening of horse show, attended sailors' dinner at Coney Island, went to the warrant officers' ball on the Drake, and stayed at the Lambs gambol until early morning, November 13.

Gave a ball on the Drake November 14. Treated by dentist and went to Colonel Astor's country place, Ferncliffe, November 15.

Trip through the subway, again at dentist's, peeped at horse show, attended Mrs. Astor's dinner and spent some time at the New-York Yacht Club, November 17.

Went to the Hippodrome, had dinner with August Belmont at Delmonico's, went to the Criterion Theatre, and saw Chinatown, November 18.

Went to dentist, had luncheon with Mrs. Pell at Ardsley, dinner at University Club and went to New-York Theatre November 19.

INGOT WITH MEN BURIED.

Funeral for Laborers Who Were Killed by Molten Steel.

Philadelphia, Nov. 19.—A funeral, without a parallel in this city took place to-day at the Midvale Steel Works, where a forty-ton ingot of steel, containing the bodies of two workmen, was buried with the rites of the Roman Catholic Church. The workmen were John Forkin and Joseph Gazda, who met a horrible death a week ago. They were in a pit near a cupola containing many tons of molten steel. A plug gave way and 80,000 pounds of the fiery liquid overwhelmed them. The men were completely incinerated and not a trace of themselves or their clothing was left.

The Midvale Steel Company was averse to bury it with the rites of the church to which the unfortunate men had belonged. Accordingly the forty-ton ingot, oval in shape, 28 feet long, 6 feet wide and 5 feet thick, was moved last week by a travelling crane to the rear of the machine shop, where a grave ten feet deep had been made. The great mass of steel was laid in the hole and a platform built over it so that the burial services could be better performed.

Only the two sisters of Gazda and about one hundred workmen and the officials of the company were permitted to attend the services. Among the officials was President Charles Harrah. The ingot was covered with earth and the funeral party dispersed. The grave will be appropriately marked by the company.

MR. PLATT TO TESTIFY.

To Go Before Insurance Investigating Committee To-morrow.

Senator Thomas C. Platt said last night that he would appear on the witness stand at the hearing before the Legislative Insurance Investigating Committee on Tuesday. Senator Platt said that he didn't have the slightest idea what the committee wanted, but added with a twinkle, "You know, I have spent all my life obliging people, and if there is any happiness to be gained by the members of the committee by my attendance, I am here to bestow it."

The Senator said he didn't know anything about what ex-Governor Odell had testified to or what Senator Depew had said. He declared that he knew nothing about insurance business. "I am in the express business," he said whimsically, "and so far have had nothing to do with insurance."

REPATRIATES MUTINY.

Russian Officers Call on Japanese for Help.

Nagasaki, Nov. 19.—Five hundred Russian soldiers who were taken prisoners by the Japanese in the war and who are bound for Vladivostok on the Russian volunteer fleet steamers Vladimir and Borodino have shown signs of mutiny. The Russian officers applied to the Japanese government for troops, and a police officer and 100 constables boarded the Borodino. Four Japanese torpedo boat destroyers surrounded the two vessels. Vice-Admiral Rojestvensky is on the Borodino.

MME. BERNHARDT HELD UP.

Unlabelled Jewel Bag Causes Actress Trouble at Pier.

Nearly two thousand people, the greater part of them French, saw the "divine" Sarah Bernhardt rudely held up yesterday afternoon at the Morton-st. exit of the French Line pier. "Shocking!" "Miserable!" "Ignorant!" "Theek-head!" and a dozen like ejaculations were hurled at the gate-man who had the audacity to hold up the idol of the French, and all because Mme. Bernhardt didn't have her jewel bag labelled. Madame fainted, and for the first time gave a sympathetic audience a view of the great tragedienne in a natural swoon. Colonel Jerome, who represents the Collector, was Bernhardt's escort, at least, Madame had permitted herself to take the colonel's arm, but she was dumfounded to find that an ordinary night watchman could hold up both the colonel and his precious charge. "Miserable! What can ze matter be?" Mme. Bernhardt ejaculated as she fell into a chair. Then up from the crowd gathered outside and from the hosts inside went a yell that was threatening. The crowds hurled themselves against the big gates of the French Line pier, and a zealous patrolman scented danger. He sent in an alarm that brought the reserves from the Charles-st. station. While they were pounding the streets order came out of chaos, and Madame, triumphant, was carried bodily to a carriage and driven away.

The great actress came in on the French liner La Touraine, with fifty odd trunks of personal baggage, two hundred trunks of miscellaneous wear and a company of 167 people. The liner was late getting in, but Madame's way was strewn with roses, fine speeches, press agents' yawns, the clicking of cameras and what not. After a lengthy talk with the newspapermen, she stepped off the gangway and was there met by the officious Colonel Jerome, who, in honor of the occasion, wore a huge yellow chrysanthemum. Madame took the colonel's arm, and, while a young, enthusiastic Frenchman ran ahead shouting "Make ze way for ze grand lady!" Mme. Bernhardt began a really triumphant entry into New-York. She was flushed with happiness. At the gate an old gentleman, the night watchman, doffed his hat, and held up the flat of his right hand. Colonel Jerome red-dened to the back of his ears. Madame looked at Jerome, and Jerome looked into space. Then the night watchman explained to the interpreter that the "divine" Sarah had failed to have her jewel bag labelled with that "horrid" red poster that must be on every piece of baggage. Madame held up a beautiful bag and shook it. It was, supposedly, full of diamonds. Then she fainted. When it was all over, and the crowd, awed by big policemen, Madame smiled through a mist of something, bowed again and again, then got into her carriage and was driven away. The cheers of the crowds must have reached her ears when she was well into Broadway.

This is the great French actress's sixth visit to America. She told the reporters that she was glad to be "with us" again. "Let I did not love your America, why should I bother? I love dearly ze American people. Does it my last appearance? We'll, may-be, may-be." Bernhardt comes to this country again under the joint management of the Shuberts and Will Connor, to make a tour of the larger cities in this country, Mexico and Cuba. She begins to-night in Chicago in "The Sorcerer." She is now more than sixty-one years old, but looks no more than fifty. She has all the ardor of her youth, and is just as enthusiastically devoted to the art that has made her great as she was twenty years ago.

While she has mastered the creations of the great English dramatists, she still speaks broken English with a true French accent. She was attired in a sea-skin skirt trimmed with mink, a coat of the same material of an exaggerated length, a mink stole about her neck, and a turban hat bedecked with pheasant's wings and plumes. The French Line sent her a state-roomer a bunch of American Beauties, and an admirer sent orchids. She has just come from a tour of Brazil, and when she lands in Chicago to-night will have traveled 9,000 miles without a stop of more than twenty-four hours. She was reminded that Cuba was on the itinerary, and was asked if it were true that she said "Cubans, after all, are but niggers in dress suits."

"It sees not true! All false! I nevaire said such a thing of the Cubans," she replied. "I expect to be well received there." Asked what she thought of Sir Henry Irving, Mme. Bernhardt paid this tribute to the great English actor's memory: "He was my friend, a good friend, indeed. And he was a gr-r-r-eat artist! mind, I say artist; don't forget zat word. Ze diff-err-ence! Monsieur Irving held ze highest place on ze English stage. He was eets greatest artist. What more can I say?"

She said she would appear but once in a piece requiring her to wear trousers. "L'Algon" has been eliminated from the list of plays to be presented, and in its place "Sapho," by Daudet, substituted. "I will play a one-act piece, 'Bohème,'" she said, "in which I wear men's attire. That is the only exception to the classic plays on the programme. It is a new piece and fine. I know you'll like it."

Some one asked her what is her latest fad. "Ze dogs—and, well, ze success; always success!" She had half a dozen dogs with her, but of them all a Japanese poodle named Frette received the greatest care. Frette slept under her mink stole while she was talking to the reporters.

Her life has been insured for 500,000 francs. The itinerary for this trip includes a stay of one week in Chicago and one night stands in all of the larger cities of the West, after which she will return to New-York for an extended season at the Lyric Theatre. She left at 6 o'clock last night over the Grand Central, in the private car Mayflower.

GLASGOW FIRE KILLS 39.

LODGING HOUSE BURNS.

Inmates Suffocated—Escape Cut Off by Flames—32 Injured.

Glasgow, Nov. 19.—The most terrible fire that has occurred in Great Britain for many years broke out here this morning in a cheap lodging house for men in Watson-st., and resulted in the loss of thirty-nine lives and the severe injury of many others. The flames were first noticed at 6 o'clock on the fourth floor of the building, which was occupied by 320 men. An alarm was raised and the firemen were quickly in attendance, but flames and smoke were then issuing from most of the windows on the fourth floor. An extraordinary scene was created by a procession of almost naked men issuing from the door of the building, and against their frantic efforts to escape the firemen had actually to fight for admission.

Reaching the upper floors, the firemen found that the narrow passages were becoming congested with men who had dropped to the floor overcome by smoke. Fortunately the fire was confined to the fourth floor, and as soon as the firemen were able to get to work it was speedily extinguished. The flames had been fed by the wooden partitions, the burning of which threw off volumes of smoke, resulting in the suffocation of the inmates. Many, on being brought to the street, rallied in a few minutes, but others had to be taken to the hospitals.

The dead were mostly workmen in the prime of life. They presented a horrible spectacle, their blackened faces bearing evidence of terrible struggles to escape. Many men were sleeping in the attic floor, above the burning fourth floor, and these had narrow escapes. The flames burst through the floor and it was impossible for the men to descend. The windows were securely fastened and the men had to break them so that they could climb through to neighboring roofs.

By 10 o'clock a search of the building was made and a complete list of the victims obtained, which showed that thirty-nine were dead and thirty-two injured. It appears to be the custom of these lodgers to sleep nude, and the march of the survivors to the police station was a fantastic one. Some had snatched the covers of the beds and others their trousers, while many wore nothing.

The local authorities had to be called upon to supply the men with clothing and warm meals. Owing to their migratory habits and the absence of permanent homes, many of the dead will never be identified. The identification of others is rendered difficult by the absence of clothing.

KING ALFONSO TO WED?

Report That He Is To Be Married to King Edward's Niece.

Madrid, Nov. 20.—The "Correspondencia" asserts that King Alfonso will be married to Princess Ena of Battenberg in May, 1906.

Princess Ena of Battenberg is the only daughter of the widow Princess Henry of Battenberg, who is the youngest sister of King Edward.

WHISKEY FEEDS FLAMES.

Over 800,000 Gallons Consumed—Loss, \$4,000,000.

Connellsville, Penn., Nov. 19.—At the A. Overholt distillery, at Broadford, to-day, 810,000 gallons of whiskey furnished a spectacular fire, entailing a loss of \$4,000,000. The main bonded warehouse was burned to the ground.

The blue tinged flames from the burning alcohol shot more than one hundred feet into the air.

Calls for help were sent to Connellsville, Uniontown and McKeesport. Broadford is but two miles from here, and the Connellsville Fire Department, on a special train, reached the scene quickly. The men, by hard work, managed to save the buildings near by, and the calls to the two other towns were withdrawn.

The ruined building and its contents were still burning fiercely at midnight, but the structures surrounding it have been so thoroughly soaked with water that no further losses are feared. It is supposed that the fire started either from spontaneous combustion or from a spark thrown by a passing locomotive down one of the shafts.

The A. Overholt company is one of the largest manufacturers of whiskey in the world. The plant is practically owned by H. C. Frick and the Mellons, of Pittsburgh.

SAVES MAN FROM RIVER.

Policeman Jumps from 145th-st. Drawbridge to Rescue.

Patrolman Matthew McGrath, of the East 152nd-st. station, last night plunged from the drawbridge over the Harlem River at 145th-st. to rescue a man from drowning. McGrath, in company with Joseph Angelhardt, of No. 301 West 44th-st., was crossing the bridge when he heard a splash and a second later a feeble cry. Peering over the rail of the bridge the policeman saw a dark object in the water a few feet from the end of a pier that juts from 145th-st. Immediately he divested himself of his overcoat and helmet and plunged into the river, sixty feet below.

McGrath reached the man just as he was sinking, and after a brief struggle swam with him to the end of the pier. The policeman's companion, Angelhardt, ran across the bridge and telephoned the Harlem Hospital for an ambulance, and then alarmed every pedestrian he met and demanded that he go to the rescue of the policeman and the drowning man. Half a dozen policemen went to the pier and threw a line to McGrath, who made a noise under the man's arm and had them on the pier half him up.

The victim said he was John Hartigan, a janitor, of No. 73 West 128th-st.

RIOTERS KILLED 600.

Nearly Half of Vladivostok Burned—Damage, \$25,000,000.

Tokio, Nov. 9.—An eye witness of the recent riot at Vladivostok, who has arrived at Nagasaki, reports that nearly half the city was burned, and six hundred of the garrison were killed, that the jail was thrown open and that General Kappek is missing. The damage is estimated at \$25,000,000. Soldiers from Harbin are reported to have joined the rioters.

THE RYNDAM FLOATED.

Rotterdam, Nov. 19.—The Holland-America Line steamer Ryndam, which went aground in the Nieuwe Maas, off Vlaardingen, in a fog yesterday, was successfully floated to-day with the assistance of tugs. She has arrived here and landed her passengers.

NINETY-NINE LOST AT SEA.

CHANNEL STEAMER LOST.

Only a Few Rescued from Wreck Off St. Malo.

London, Nov. 19.—A grave disaster overtook the Southwestern Railway's Channel steamer Hilda this morning. She left Southampton on Friday night for St. Malo, on the north coast of France, with considerably over a hundred persons on board, the majority of whom were drowned. Her passage was greatly delayed by a fog in the Channel, and when nearing St. Malo she ran into a severe squall, apparently missed her course and foundered on the rocks off Jardin Lighthouse, three miles from St. Malo.



THE CROSS IN THE ABOVE MAP SHOWS WHERE THE STEAMER HILDA WAS LOST.

laid by a fog in the Channel, and when nearing St. Malo she ran into a severe squall, apparently missed her course and foundered on the rocks off Jardin Lighthouse, three miles from St. Malo.

The company's steamer Ada, outward from St. Malo, rescued five of the passengers and one of the crew. The crew numbered twenty-six, and there were about a hundred passengers, all Frenchmen, most of them being onion dealers from St. Brieux and that neighborhood.

The Southwestern Railway Company is as yet unable to give a list of the Hilda's passengers, but they say that a score booked passage at stations between London and Southampton, and that to the best of their knowledge ninety-nine were drowned and only six saved.

A telegram from St. Servan, adjoining St. Malo, gives the few particulars yet available. The Hilda was near St. Malo on Saturday morning. She struck the rocks at 4 o'clock on Sunday morning in the roadstead off the island of Cézembre. She had missed the tide, owing to bad weather and fog.

The majority of the crew and passengers were asleep at the time. Two boats were lowered, one of which, containing five men, arrived at St. Servan. The second boat was picked up empty at St. Cast, where thirteen bodies were washed ashore. The top of the Hilda's funnel and her mast are visible at low tide, according to the telegram from St. Servan.

St. Malo, Nov. 19.—The exact number of lives lost on the Hilda is unknown here. It is understood that there were about twenty first class passengers, including several English people. Among the latter were the Hon. Mrs. Butler, sister of Lord Lanesborough, and Colonel Follet. Though it is not certain that these were actually on board, they were expected to travel by the Hilda, and it is known that all the first class passengers were drowned. These passengers were English, officers and others who were coming to join their families or to spend the season at St. Malo and Dinard, opposite St. Malo.

It appears to be certain that only six were saved, these being five onion sellers and an English seaman named Grinlet, belonging to Guernsey, and that the total on board, including the crew, numbered 105. The delay in the arrival of the Hilda at first inspired little anxiety, as there was dreadful weather in the Channel, and as everyone had full confidence in her captain, Gregory, an experienced man who was likely to exercise caution in approaching the dangerous coast of Brittany, which he had known for thirty years.

The disaster was first suspected through the washing ashore of a body, and the port authorities immediately sent out a tug. It was then learned that the Hilda was wrecked on a treacherous reef close to the island of Cézembre, called Les Portes. She had apparently struck, broken her back and immediately sank, leaving no time to launch the boats. The Jardin Light is quite close to the spot.

The Hilda was built at Glasgow in 1882, and registered 848 tons. She was an iron screw steamer, 235 feet long.

IN TRANCE EIGHT MONTHS

Syracuse Woman Awakes from Unconsciousness Due to Fall.

(By Telegraph to The Tribune.) Syracuse, Nov. 19.—Miss Florence Ryan, twenty-one years old, awoke to-day from a state of unconsciousness into which she sank on March 7. For eight months and eleven days the young woman had not spoken a word nor opened her eyes. To-day she recognized relatives and talked to them.

One year ago Miss Ryan fell into a trench in front of the Andrew Carnegie Library Building. She partially recovered from her injuries and was able to be about the house on crutches when she became unconscious. Her case has baffled the physicians.

FIND HANDS OF DEAD.

Lower California Indians Leave Slight Trace of Explorers.

Los Angeles, Cal., Nov. 19.—In a letter received to-day by George W. Knox the fate of Henry Miller and Gus Olinde, who went on an expedition to Tiburon Island in the Gulf of California nearly a year ago, is probably disclosed. On the desolate shores of the Gulf of California near a deserted Indian village, a herdsman found the trappings of Miller and Olinde, a look of nautical science which belonged to Olinde, and a pair of dried human hands, which may have been those of one of the men. A few feet away was found the charred remains of a huge feast fire and circles of an Indian war dance. It is believed the men were slain by hostile Indians, who made that portion of Lower California. The discovery of the relics of the Miller and Olinde party was made in connection with the search now conducted by Professor E. P. Grinnell, of Arizona, for his brother, Lieutenant Grinnell, who was lost on the peninsula.